





## For Sale.

**MacEwen, Frickel & Co.**  
VICTORIA EXCHANGE,  
QUEEN'S ROAD CENTRAL.

HAVE FOR SALE  
THE FOLLOWING  
STORES.

**EX AMERICAN MAIL STEAMER.**  
Smoked HAMS.  
Golden SYRUP in Gallon Tins.  
Assorted SYRUPS.  
Cottages Table FRUITS.  
ASPARAGUS.  
Queen OLIVES.  
Sausage MEAT.  
CAVIAR.  
Potted MEATS.  
MACKEREL in 5lb Tins.  
Eagle Brand MILK.  
Lamb's TONGUES.  
Green CORN.  
Baked BEANS.  
BROWN.

A LARGE ASSORTMENT  
OF  
COOKING AND PARLOUR  
STOVES.

AGATE IRON WARE COOKING  
UTENSILS.  
WROUGHT IRONS.  
CHARCOAL IRONS.  
KEROSENE LAMPS.  
NONPAREIL KEROSENE OIL.

## WINES, &amp;c.

SPARKLING SAUMUR, Pils. & Qs. @  
\$11 and \$12.  
CHAMPAGNE, Pils. & Qs. @ \$12  
and \$14.  
SACCO'S SHERRY.  
SACCO'S INVALID PORT.  
ROYAL GLENDEE WHISKY.  
JAMESON'S WHISKY.  
OLD BOURBON WHISKY.  
HEERIN'S CHERRY CORDIAL.  
ASSORTED LIQUEURS.  
DRAUGHT ALE and PORTER.  
@, &c., &c.

THE USUAL ASSORTMENT  
OF

## OILMAN'S STORES,

at the  
Lowest Possible Prices  
FOR CASH.

**MacEwen, Frickel & Co.**  
Hongkong, July 1, 1886. 1238

## WASHING BOOKS.

(In English and Chinese.)  
**WASHERMAN'S BOOKS**, for the use  
of Ladies and Gentlemen, can now  
be had at this Office.—Price, \$1 each.  
CHINA MAIL OFFICE.

## Intimations.

## NOTICE.

**HONGKONG AND WHAMPOA DOCK  
COMPANY, LIMITED.**

SHIPMASTERS AND ENGINEERS are  
respectfully informed that, if upon  
their arrival in this Harbour, NONE of  
the Company's FOREMEN should be at  
hand, Orders for REPAIRS if sent to the  
HEAD OFFICE, No. 14, Praya Central, will  
receive prompt attention.  
In the event of Complaints being found  
necessary, Communication with the Under-  
signed is requested, when immediate steps  
will be taken to rectify the cause of dis-  
satisfaction.

D. GILLIES,  
Secretary.

Hongkong, August 25, 1885. 1458

## DENTISTRY.

**FIRST CLASS WORKMANSHIP.  
MODERATE FEES.**

## MR. WONG TAI-FONG,

**Surgeon Dentist.**  
(FORMERLY ASSISTANT TO DR. ROBERTS.)  
At the urgent request of his European  
and American patients and friends,  
has TAKEN THE OFFICE formerly occupied  
by Dr. ROBERTS.

No. 2, DUDDELL STREET.

CONSULTATION FREE.

Discount to missionaries and families.

Sole Address:  
2, DUDDELL STREET,  
(Next to the New Oriental Bank.)  
Hongkong, January 12, 1885. 66

**THE HONGKONG AND KOWLOON  
WHARF, GODOWN AND CARGO-  
BOAT COMPANY.**

THE Company will receive STEAMERS  
and SAILING VESSELS alongside their  
Wharves at Kowloon, and Land Re-ships,  
and/or Store GENERAL CARGOES, SILK,  
OPPIUM, COTTON, GALAN or MELANCHOLIA in  
First-Class Granite Godowns at Wharf Rates.  
Also Cattle in specially constructed Sheds.  
For the convenience of Commanders and  
Stores the Company's launch Hongkong will  
convey to and from those interested FREE of  
CHARGE, starting from the Pedder's Wharf  
EVERY HOUR from 6 a.m. to 5 p.m., and  
from the Wharf at Kowloon at the half-  
hour.

For further Particulars, apply to  
W. KERFOOT HUGHES,  
Agent,  
Pedder's Street.

Hongkong, February 17, 1886. 331

## SAITOR'S HOME.

ANY Cast-off CLOTHING, BOOKS, or  
PAVERS will be thankfully received  
at the Saitor's Home, West Point.  
Hongkong, July 25, 1886.

## To-day's Advertisements.

**DOUGLAS STEAMSHIP COMPANY,  
LIMITED.**

FOR SWATOW, AMOY AND  
TAIWANFOO.

The Co.'s Steamship  
Tahiti, Captain WILLIS, will be  
despatched for the above  
Ports on TUESDAY, the 21st Instant, at  
Noon.

For Freight or Passage, apply to  
**DOUGLAS LARPAIK & Co.,**  
General Managers.  
Hongkong, September 18, 1886. 1801

## UNION LINE.

FOR YOKOHAMA AND KOBE.

The Steamship  
Camdenia, Captain WILLIS, will be  
despatched for the above  
Ports on WEDNESDAY, the 22nd Instant,  
at 4 p.m.

For Freight or Passage, apply to  
**RUSSELL & Co.,**  
Agents.  
Hongkong, September 18, 1886. 1798

## UNION LINE.

FOR KOBE AND YOKOHAMA.

The Steamship  
Camdenia, Captain WILLIS, will be  
despatched for the above  
Ports on SATURDAY, the 25th Instant, at  
5 p.m., instead of as previously notified.

For Freight or Passage, apply to  
**RUSSELL & Co.,**  
Agents.  
Hongkong, September 18, 1886. 1800

NETHERLANDS INDIA STEAM  
NAVIGATION COMPANY, LIMITED.

FOR BATAVIA, SAMARANG AND  
SOURABAYA, VIA SAIGON  
AND SINGAPORE.

The Co.'s Steamship  
Borneo, Captain WILLIS, will be  
despatched as above on  
or about the 25th Instant.

For Freight or Passage, apply to  
**JARDINE, MATHESON & Co.,**  
Agents.  
Hongkong, September 18, 1886. 1797

## UNION LINE.

NOTICE TO CONSIGNEES.

FROM LONDON, PENANG AND  
SINGAPORE.

The Steamship Camdenia, Captain A.  
WILDOOSE, having arrived from the  
above Ports, Consignees of Cargo are hereby  
requested to send in their Bills of Lading to  
the Underigned for countersignature, and  
to take immediate delivery of their Goods  
from alongside.  
The Steamer is berthed at Kowloon Piers  
and Cargo impeding her discharge will be  
at once landed and stored at Consignees  
risk and expense, and no Fire Insurance  
will be effected.  
All Claims against the Steamer must be  
presented to the Underigned on or before  
the 28th Instant, or they will not be re-  
cognized.

**RUSSELL & Co.,**  
Agents.  
Hongkong, September 18, 1886. 1799

## Not Responsible for Debts.

Neither the Captain, the Agents, nor  
Owners will be Responsible for  
any Debt contracted by the Officers or  
Crew of the following Vessels, during  
their stay in Hongkong Harbour—

ALEX. McNEIL, American ship, Capt. G.  
W. David.—Messageries Maritimes.  
ANNIE H. SMITH, American ship, Capt.  
R. B. Brown.—Arnold, Karberg & Co.  
BILLY SIMPSON, British barque, Capt. F.  
A. Brown.—Captain.

BOTVIN, Norwegian barque, Captain Ch.  
Henriksen.—Melchers & Co.  
CALATEA, British ship, Captain William  
Colville.—Barnes Co., Ltd.

GEORGE CURTIS, American ship, Capt. T.  
Sprout.—Master.

GRANDER, American ship, Captain T. H.  
Evens.—Melchers & Co.

HARVESTER, American ship, Captain Wm.  
Taylor.—Order.

HYDRA, German barque, Capt. C. Binge.  
—Stoness & Co.

J. D. PEREZ, American ship, Capt. G.  
A. Lane.—Messageries Maritimes.

J. H. BOWEN, American barque, Captain  
John A. Plum.—Chinese.

LORNA DOOKS, British barque, Lynn.—  
Arnold, Karberg & Co.

MOUNT LERANON, Amer. barque, Capt.  
Chas. H. Nelson.—Arnold, Karberg & Co.

RIBSTON, British barque, Captain Jas.  
Neave.—Jardine, Matheson & Co.

## SHIPPING.

## ARRIVALS.

September 17, 1886.—

Camdenia, British steamer, 1,500, Wild-  
goose, London July 30, and Singapore Sept.  
11, General.—RUSSELL & Co.

Pha Chon Kiao, British steamer, 1,011,  
W. H. Watson, Singapore September 2, and  
Bangkok 11, Rice and General.—YUEN FAT  
HONG.

China, German steamer, 645, T. P.  
Underup, Leong Soy Bay, Hainan, ballast.—  
MELCHERS & Co.

Botbit, Norwegian barque, 580, Ch.  
Henriksen, Leong-Soy Bay (Hainan) Sept.  
15, General.—MELCHERS & Co.

September 18.—

Cicero, British steamer, 1,030, Aaron  
B. George, Kutchinotzu September 12, Coal.  
—ARNOLD, KARBERG & Co.

Falkon, British ship, 509, J. S. Willie,  
Taiwanfo Sept. 15, Amoy 16, and Swatow  
17, General.—DOUGLAS STEAMSHIP CO.

Peloo, German steamer, from Whampoa.  
Chou-chou-foo, German steamer, 795, W.  
Wendt, Swatow September 17, General.—  
MELCHERS & Co.

## DEPARTURES.

September 18.—

Glenzie, for Singapore and London.  
Tantallon, for Nagasaki.  
Drachensfels, for Saigon.  
Tientsin, for Swatow and Tientsin.  
Massilia, for Yokohama.  
No. 60, German torpedo-boat, for Foochow.  
Diamant, for Amoy and Manila.  
Stratheden, for Saigon.

September 19.—

Antenor, for Amoy and Shanghai.  
China, for Mantung.  
Salto, for Haiphong.  
Thales, for Coast Ports.  
Fortune, for Bangkok.  
Kwang Lee, for Shanghai.  
Deima, for Saigon.

## CLEARED.

Antenor, for Amoy and Shanghai.  
China, for Mantung.  
Salto, for Haiphong.  
Thales, for Coast Ports.  
Fortune, for Bangkok.  
Kwang Lee, for Shanghai.  
Deima, for Saigon.

## Vessels Advertised as Loading.

Destination.	Vessel.	Captain.	Agents.	Date of Leaving.
Batavia, &c., via Saigon.	Borneo (s).	Wilkins.	Jardine, Matheson & Co.	About September 25.
Hamburg, and Ports of Call.	Neckar (s).	Baur.	Norddeutscher Lloyd.	October 1, at noon.
Kobe and Yokohama.	Antonio (s).	Wallace.	Russell & Co.	September 25, at 5 p.m.
London, via Suez Canal.	Kaloo (s).	Webster.	Butterfield & Swire.	September 22.
London, via Suez Canal.	Frenches (s).	Webster.	P. & O. S. N. Co.	September 24, at 4 p.m.
Brindisi (s).	Brindisi (s).	A. W. Adamson.	Butterfield & Swire.	September 22.
Marseilles, Genoa, &c., via Saigon.	R. Rubattino (s).	Lormier.	Messageries Maritimes.	About September 28.
Marseilles, &c., via Saigon.	Yangtze (s).	Lormier.	Messageries Maritimes.	September 24, at noon.
New York.	Annie W. Weston.	Duncan.	Russell & Co.	September 23, at 3 p.m.
San Francisco, via Yokohama.	City of Peking (s).	Cliff.	P. & O. S. N. Co.	October 2, at 3 p.m.
San Francisco, via Yokohama.	San Pablo (s).	Cliff.	P. & O. S. N. Co.	Quick despatch.
San Francisco, via Yokohama.	T. P. Calcas.	Cliff.	P. & O. S. N. Co.	Quick despatch.
Shanghai, via Amoy.	Ravenna (s).	Freeman.	Butterfield & Swire.	Sept. 19, at daylight.
Shanghai, via Amoy.	Antenor (s).	Freeman.	Butterfield & Swire.	September 19, at 9 a.m.
Swatow, Amoy and Taiwanfo.	Thales (s).	Goddard.	Douglas Larpaik & Co.	September 21, at noon.
Swatow, Amoy and Taiwanfo.	Falkon (s).	Wyllie.	Douglas Larpaik & Co.	September 21, at noon.
Sydney and Melbourne, &c.	Memmur (s).	Thelms.	Jardine, Matheson & Co.	About September 23.
Tientsin, via Swatow and Chafon.	Kwonggang (s).	P. Radonich.	O. Bachsch.	October 2, at noon.
Tientsin, via Swatow and Chafon.	Glanorganshire (s).	Davies.	Adamson, Bell & Co.	September 21.
Yokohama and Kobe.	Camdenia (s).	Wildgoose.	Russell & Co.	September 22, at 4 p.m.

## SHARE LIST.—QUOTATIONS.

SEPTEMBER 18, 1886.

Stocks.	No. of Shares.	Value.	Pay- up.	Position PER LAST REPORT.	Last Dividend.	Closing Quotations, Cash.
<b>BANKS.</b>						
Hongkong and Shanghai Bank Corp.	60,000	121	all	\$ 4,500,000 For equal of 200,000	\$ 111,760.34	£2 div. 4 years to June 30, '86
<b>INSURANCE.</b>						
North-China Insurance Co., Ltd.	5,000	24 1/2	50	Tls. 100,000	625,484.56	Tls. 20 p. sh. for 1885
Yangtze Insurance Company, Ltd.	8,000	21	all	50,000 Tls.	3,050.76	Tls. 118 for 37
Insurance Society Co., Ltd.	10,000	25 1/2	25	575,000	439,089.11	\$31 p. sh. '84
China Traders' Insurance Co., Ltd.	24,000	83.33	25	600,000	187,624.75	20% premium
Canton Insurance Office Co., Ltd.	10,000	25 1/2	50	105,000	465,214.43	10% for 1885
Chinese Insurance Co., Limited.	1,000	1,000	900	28,711.50	2,868.80	6% for 1885
Hongkong Fire Insurance Co., Ltd.	8,000	25 1/2	50	1,000,000	283,462.55	\$27.60 for '85
China Fire Insurance Co., Ltd.	20,000	10 1/2	20	550,700	228,811.67	6% for 1884
<b>STEAMBOAT COMPANIES.</b>						
H.K. and M. Steamboat Co., Ltd.	8,000	60	all	180,000	12,859.74	6% half year June 30/86
Douglas Steamship Co., Limited.	20,000	100	all	88,764.16	402.22	12% year-end June 30/86
Indo-China S. N. Company, Limited.	18,387 1/2	10 1/2	10	...	4,387.59	7% for 1885
China and Malacca S. S. Co., Ltd.	3,500	100	all	...	None	25 discount.
<b>MISCELLANEOUS.</b>						
H'kong & Whampoa Dock Co., Ltd.	12,500	12 1/2	all	18,000	6,701.47	7% half year and 2% bonus
H.K. and China Gas Co., Limited.	5,190	16 1/2	10	9,177.31	1,777.31	10% and 2% bonus for '84
New Shares.	1,900	12 1/2	10	...	1,321.41	June 30 1886
Hongkong Hotel Company, Ltd.	3,000	100	all	...	13,451.61	\$700 per share
China Sugar Company, Limited.	9,000	100	all	...	1,125.30	\$120 per share
Hongkong Ice Company, Limited.	5,000	25	all	30,000	1,094.62	\$70
Hongkong Baking Company, Ltd.	600	60	all	6,000	...	\$10
Luzon Sugar Company, Limited.	7,000	100	all	...	...	...
Selangor Tin Mining Co. (S'bad).	5,000	60	all	...	...	...
Punjab & Sindh Sugar Co.	40,000	100	5	...	...	...
H'kong Rope Manufacturing Co., Ltd.	8,000	50	all	...	...	...
H. & M. Glass Manufacturing Co.	4,000	50	all	...	...	...
A. S. Watson & Co., Limited.	8,800	100	all	...	...	...
<b>LOANS.</b>						
Chinese Imperial	8,567 Tls.	500	all	8%	...	...
" "	2790	500	all	8%	...	...
" "	1884	500	all	8%	...	...
" "	1884	500	all	8%	...	...
Chinese Imp. (Ch. Bank Loan) 1885	2790	500	all	8%	...	...

A. G. STOKES, Share Broker.

## MEMOS. FOR TO-MORROW.

## Shipping.

Daylight.—Antenor leaves for 'Shai, &c.  
9 a.m.—Thales leaves for Coast Ports.  
Goods per Massilia undelivered after  
this date subject to rent.

## RELIGIOUS SERVICES.

ORDER OF SERVICES OF THE CHURCH OF  
ENGLAND AT ST. JOHN'S CATHEDRAL FOR  
THE 13TH SUNDAY AFTER TRINITY.

8.30 a.m.—Military Parade Service.  
11.30 a.m.—Matins, Holy Communion  
and Sermon.

5 p.m.—Evening Song.  
Week-day Services.—  
Tuesday, 21st September.—St. Matthew's  
Day.

8 a.m.—Holy Communion.  
5 p.m.—Short Service.

Wednesday.  
5 p.m.—Short Service.

UNION CHURCH.—Divine Worship, 11  
A.M.—Rev. E. J. Eitel. Service in Chinese,  
2 p.m.—Rev. J. Chalmers, M.A., L.L.D.

SEAMEN'S SERVICES.—The Services for  
Seamen which have been hitherto held in  
the Mission Church, Queen's Road, will be  
held in the future in Union Church. On  
Sunday and Friday evenings at 7.30. All  
Seamen are invited to attend.

GERMAN BETHESDA CHAPEL.—Service in  
the German language, by Rev. F. Hartmann,  
every Sunday, at half-past ten a.m., in the  
Chapel of the Berlin Foundling House,  
West Point.

ST. JOSEPH'S CHURCH, Garden Road.—  
9 A.M. Mass and Sermon. 5.30 P.M. Even-  
ing Service, Benediction.

ST. PETER'S SEAMEN'S CHURCH, Sailors'  
Home.—Service every Sunday at 5.45 p.m.,  
and on the 2nd Sunday of each month, the  
Holy Communion at 7.45 a.m. on the Second  
Sunday and after the evening Service on  
the Fourth Sunday of each month. Service  
every Thursday at 5.30 p.m.

TEMPERANCE HALL, 7.30 p.m.—Unden-  
ominational Meeting.

## MEMOS. FOR MONDAY.

Shipping.  
Goods per Ningchow undelivered after  
this date subject to rent.

Goods per Borneo undelivered after this  
date subject to rent.

## Meeting.

Noon.—Meeting of Shareholders of The  
Hongkong Fire Insurance Co., Ltd., at  
the Company's office, Pedder's Street.

## General Memoranda.

WEDNESDAY, September 22.—  
Goods per Steamer Andagor undelivered  
after noon subject to rent and loading  
charges at 1 cent per package per diem.

THURSDAY, September 23.—  
Transfer Books of The Chinese Insurance Co.,  
Ltd., closed from this date to the  
30th Instant, inclusive.

SATURDAY, September 25.—  
Noon.—Meeting of Shareholders of the  
Douglas Steamship Co., Ltd., at the  
General Manager's office.

SUNDAY, September 26.—  
Claims against the Prince Alexander must be  
sent in to Messrs Russell & Co., on  
or before this date.

MONDAY, September 27.—  
5 p.m.—Auction of Crown Land on the  
Spek.

TUESDAY, September 28.—  
Claims against the Camdenia must be sent  
in to Messrs Russell & Co., on or  
before this date.

THURSDAY, September 30.—  
Statement of Business with the Hongkong  
and Whampoa Dock Co., Ltd., to be  
sent in before this date.

## GARDEN SEEDS.

SEASON 1886.

MOST OF OUR  
FLOWER AND VEGETABLE  
SEEDS  
are

NOW READY FOR DELIVERY.

A Second Shipment  
is expected by  
EARLY STEAMER.

Speciality:  
PANSY SEED

in packets of six-named varieties.  
FINE SELECTED SEEDS.  
Price, \$1.00.

A. S. Watson & Co., Limited,  
HONGKONG.

Hongkong, September 9, 1886. 1742

The publication of this issue commenced  
at 7.25 p.m



London and Shanghai than the present stipulated time.

The *Straits Times* correspondent of the *Amoy Gazette*, writing on the 11th September, gives the following account of the accident to the *Caribbrooke*:—About 2.30 p.m. yesterday, as the *s.s. Caribbrooke* was leaving the harbour and trying to turn round on her way to Amoy and Taiwan, she went on the mud due to the Chen-toe rocks between the British Consular Pier and Typhoon Point. A very strong ebb-tide that was running at the time, and the vessel not answering to her helm were the cause of the sad accident, she being at the time commanded by Capt. Salmond. Before she touched, an anchor was let go, and the engines reversed, but to no effect, and shortly after she heeled over to starboard, and it was thought she had settled on a rock, which proved to be so, and bulged in several places and bent some of her ribs or knees. She came off quite easily about 8 p.m. with a slight leak in the engine room. The *Fokien* takes on the cargo and passengers of the injured vessel and leaves tomorrow morning for your port and Taiwan. The *Caribbrooke* proceeds this afternoon to Hongkong for repairs.

The *Northern Territory Times* is glad to learn that the discovery of the *Caribbrooke* is not to receive so much little consideration, and Chinese are to be restricted from working upon new goldfields for a period of two years from the date of their discovery.

The *Straits Times* is informed by Mr. Theo. A. Scott of Amoy, that the British barque *Perles-shire*, Captain Miller, with a cargo of sugar from Batavia to the Channel for London, struck on the Windward Rock, Sandstone, on the night of the 29th and 30th ultimo. The Captain succeeded in getting the vessel off, and with his windlass broken and having lost both anchors and cables, he proceeded to North Island Throes Co.'s steamer *Cheriton*, which was despatched the following day, and the same evening took the *Perles-shire* in tow for Batavia.

By last advice from Bali Ampenan, a lively trade in female slaves is being carried on between that port and Singapore, consignments from the latter bringing 60 to 80 dollars each. In the Sunda Islands, a slaver from Singapore has been caught and taken to Timor. A man-of-war, the *Mandara*, when cruising there, checked the slave trade in that quarter, fell in with a large slave prahu and made prize of her with crew and all. Too often in such cases the prosecution breaks down for want of proof when put into the hands of the civil authorities.—*Straits Times Translation*.

The *Straits Times* of the 9th instant says:—We regret to hear that telegraphic information has been received announcing the death at Hongkong on the 7th inst. of Mr. Peter Avit, a well-known member of the Armenian community of Singapore, and one of the oldest foreign residents of the Straits Settlements. Mr. Avit came to Singapore in 1828, when a mere lad of 18 or 19 years, and established the firm of 8th Brothers which he managed till his death in 1884. He then became assistant to his son-in-law in the firm of Edgar & Co. He left Singapore in July last for Hongkong for a change, and his death is supposed to have been brought on by old age, for he was 77 years old.

A TELEGRAM in the *Rangoon Gazette* reads as follows:—

London, 31st August.—In the House of Lords, Lord Salisbury said he was unable to hold out any hope respecting the re-opening of the case of Sir David Pindar.

In the House of Commons a discursive debate took place on Mr. Samuel Smith's amendment to the address, respecting extension of operations in Burma, and saying India would not have to bear the whole of the expenses connected therewith, and also on the amendment of Mr. W. R. Croser, (Member for Haggerston) condemning the continued annexations by the British Government. Sir J. J. Lubbock, Under Secretary for India, declared that both Liberals and Tories concurred in the necessity of the war in Burma, and that there was no precedent or reason in charging England with the expenses: it is intended, he said, at the beginning of the cold season to make a force of thirty thousand men with a fleet, which will suppress all organized resistance in Upper Burma. He quoted a Minute of Lord Dufferin, showing that complete order in Burma was simply a question of time. The amendment of Mr. Croser was rejected by 201 against 125 votes; and Mr. Smith's amendment was rejected by 190 against 126 votes.

A NUMBER of gentlemen recently visited Liverpool, at the invitation of the directors of the Great Eastern Steamship Company (Limited), for the purpose of inspecting the *Great Eastern* steamship, which is at present lying in the Mersey. This hitherto unfortunate vessel is about to enter upon an entirely new phase of existence. During the present season, while the vessel is being held in Liverpool, the *Great Eastern* has been let to a provincial firm, and is daily visited by large crowds; but in October next she will be handed over to her owners, who will have her entirely overhauled and redecorated, and will then use her for the purpose of a floating exhibition, to be moved from port to port. Entertainment will be given on board, and no expense will be spared in making the *Great Eastern* a floating palace. The entertainment has been placed in the hands of Mr. William Holland, who proposes to inaugurate a new and entirely novel feature. The huge craft has been fitted with electric light on the Jabbercock system, the lamps being served by three dynamos. At night she presents the appearance of a brilliantly illuminated town, and, despite the rain and mist, the *Great Eastern* shines up brilliantly across the river. For the past two months, the steamer has been used as a pleasure resort for the Liverpoolians and their visitors, of whom there have been 222,000 since the middle of May. The entire vessel is thrown open, and her spacious decks and cabins present the appearance of an animated lake, while the vast cabin, in which the first Atlantic cable was stored, has been formed into a theatre capable of accommodating over 1,000 persons. Communication is obtained by constant steamers plying between the vessel and the Prince's Landing-stage. The arrangement mentioned above has been decided upon, and the proposal to convert the *Great Eastern* into a pleasure resort as a coal hulk has for the present been abandoned.

The *Batavia Dagblad* of the 4th September states that, according to the last Government official report, Tunku Umar had not off for Achouk Proper whether he had previously despatched the two *Hok Canton* captives accompanied by Tunku Nauta, his father-in-law, and one of his wives, under a strong escort of armed men. All these people were at Anakpaya in the TV. Minikins. Rumour still says that the captives are well treated. Tunku Umar has not derived much advantage from his treacherous attack. His houses have been plundered. A large quantity of his pepper has been carried off and his friends and acquaintances have been carried away as hostages, and now fishing on the West coast has been forbidden until the people themselves set the captives free. The *Dagblad* holds that Britain, on the ground of the provision in the treaty of 1824, securing freedom of trade between the British and the natives of Sumatra, may raise difficult questions about the Dutch Government's strike at the trade of the Achinese. Regarding enactments to be framed against piracy by prohibiting fishery operations is really seriously meant, comes not from the burning recently of a number of prahus and the carrying away of fishing tackle at Krung Babu. Where the Achinese permit one of their headmen to commit piracy on board a friendly merchant steamer or with which he was carrying on trade, the Dutch now set to work also destroying the Dutch fishing gear. Such logic does not seem to be intended to justify, but is effective and peculiarly convincing for all that. It is the only telling argument that can bring the Achinese to their bearings, and prevent a recurrence of similar practices.—*Straits Times*.

'FRAGMENT WATERS' MURMUR  
That the spectacle presented at yesterday's meeting of the Legislative Council, when the officials deliberately buried discussion on important public matters, will not tend to make the course of legislation run smoothly.

That the Hon. A. P. McEwen, if he does nothing else than insist on the 'Crown Colony' feeling, will hasten reform.

That his energy leads him to go and see for himself whether 'those things are so.'

That he should be careful as to how much he believes of what he sees and hears, and see to his facts and proofs.

That while the authorities have been sleeping, merchants have been taking steps to help themselves in the Cargo-boat grievance, and that the monopoly hitherto held by the Chinese is doomed.

That our Local Insurance Companies should be up and doing in the matter of the Gap Rock Light, and that it is passing strange that in the fourth shipping port in the world funds cannot be got to put up a light that is really needed.

That Heaven helps those who help themselves, even although the Hongkong Government may refuse.

That it is wonderful how a Chinese interpreter wakes up when a European appears who knows Chinese.

That he ought to be made to wake up often.

That the Surveyor General is very much hurt at the mere idea of his being suspected of moving the Central Market up to Douglas' Wharf, or thereabouts.

That he could never think of doing anything so absurd, etc.!

That the hon. and diplomatic gentleman, at all events, is not above taking a good-natured hint.

That loiterers and hawkers are becoming worse than ever on Praya Central, and are almost as great a nuisance as the stench from the drains.

That the Government have engaged another batch of Chinese to replace the lukewarm tension of operators in Burma, and that we may soon have a repetition of the late performance.

That my random shot at the Dredger seems to have hit a different description of bird.

That I was indebted to my own eyes alone for the sight of the target, and not to those of any member of the Service.

That the St. Andrew's Society will no doubt work heartily with any Jubilee Committee to celebrate the fiftieth year of good Queen Victoria's reign.

That it was a mistake to suppose that the Scotchmen were being asked to forego their celebration of St. Andrew's Day in favour of the Jubilee.

That the Scots intend to celebrate their Patron Saint's Day as of yore, and show their loyalty to the Queen as well when the time comes.

That all classes are anxious and willing to celebrate the Jubilee of Victoria the Good, but that some one must take the lead and organize.

That the Government should make proposals and have them discussed, but not in Finance Committees.

That a Ladies' Committee, under Mrs. Marsh, might be formed to make suggestions for a fitting demonstration.

That it would be a good thing if English men here were to form a St. George's Society.

That if British merchants will give facilities and take the tide on the flow, there is no reason why a large share of the Import and Export trade with Tientsin and Chefoo should not be done direct with Hongkong, avoiding Customs and transshipment troubles and expense.

That there is no sufficient reason why British piece goods and metals should first go to Shanghai, or why straw-braid and camels' wool destined for Europe should not come here direct.

That the nearest approach we have had, or are likely to have, of the Bolivian Typhoon is in the excessive heat of the past two days.

That so far we are safely through the first half of the typhoon month, and that it is to be hoped that we may get through the second half free from such a visitation.

That Mr. C. S. Taylor's imposing array of figures have seemingly failed even so much as to raise a flutter in the dovecots of Banking circles.

That it is now generally understood that his argument was based on a complete misunderstanding of the treatment of the Sterling Fixed Deposits.

That the effect here on the Bank stock of the publication of the letter was nil, and that quotations continue steady to firm.

That the question of last week, as to how long the improvement then shown in exchange would last, met with a speedy reply.

That your contemporary still clings to the belief that the dollar will reach 4s., and most people wish he may not be disappointed.

That less sanguine people do not hope for so much good fortune.

That the report of the Douglas Steamship Company should give satisfaction to its shareholders, and that the dividend is strong evidence of what can be done in admittedly bad times by good management and a successful holding together of Chinese shipowners and supporters.

That Mr. Ford and his assistants deserve the highest praise for the very successful way in which they have carried out the work of afforestation throughout the Island.

That the clearing of the undergrowth in many places is a vast improvement, in spite of the few cobras that have been unearthed.

That some of the most promising of the young plantations, particularly those near Kennedy Road, have arrived at that stage of their existence when a little judicious thinning becomes a pressing necessity.

That youthful wood giants require lots of elbow-room, and the thinning process would no doubt prove equally beneficial to the young trees and to the Colonial Treasury.

That firewood is always in much request in Hongkong.

## BROWNIE.

## THE RECENT TYPHOON OFF COCHIN CHINA.

## THE DEPARTING OF THE 'BOTVID'.

The Norwegian barque *Botvid*, which arrived last night in tow of the German steamer *China*, has brought some particulars with regard to the recent typhoon which caused such destruction off the coast of Cochin China about three weeks ago.

The *Botvid* experienced the full force of the hurricane on Sunday, 29th August. The day before, the weather was fine with light winds from the E. and N.E., while the sea was comparatively calm. The first indication of a change was a thick haze which covered the sky in the evening. As the night advanced, the wind rose gradually till between four and five o'clock in the morning of the 29th, it assumed the strength of a hurricane coming down on the ship in squalls. The wind had by this time moved towards the North and came from about N.N.E., while there was a big sea rolling from the S.E. and N.E. of the vessel.

The wind had round direct North and by this time the ship was well within the radius of the typhoon. The storm raged with increasing force during the whole forenoon, changing its direction from North to West, its greatest strength being reached between 11 o'clock and midnight, when it was blowing from the West. It was at this time that the masts of the vessel were carried overboard and the tiny barque seemed a helpless prey amid the huge billows. By noon, however, the toughest experiences were passed and the wind began to subside slightly, and change its direction from W. to S.W. from which latter quarter it blew during the remainder of the hurricane. The wind continued to blow with great force till next morning, although the vessel seemed to have got without the radius of the typhoon about three or four o'clock in the afternoon.

The barometer during the approach and continuance of the typhoon manifested the symptoms common to such storms. At midnight, between the 28th and 29th, it stood at 750 m. or about 29.50. From that time it decreased rapidly, reaching its lowest level about noon on the 29th, when it was below the lowest figure on the ship's glass, 720, marking probably about 28.50. From that point it rose gradually till next morning it stood again at 750 m. or 29.50.

The sea, which had carried with it the masts of the barque, had also done considerable damage to the hull of the vessel. The railings along the side of the ship were broken and the pumps were damaged, while one of the ship's boats was broken and another carried away. A small piece of the foremast, however, was left and one of the masts was put before the wind and by the help of this sail and the flow of the current the barque was steered to Leong Sai Bay in the South of Hainan. Arrived there, Captain Henriksen made his way to the village of Leong Sai, which he reached after an arduous journey of two hours over marshes and streams. He had great difficulty in finding anyone who could talk English, but at last a Chinaman was able to understand what the Captain wished, and eventually a messenger was got to convey information of the accident to Hoibow, from which port a telegram was sent to one of the German firms in this Colony. The Chinaman, who undertook the message, unlike the most of his race, would scarcely say any remuneration for his by no means easy task and seemed content when he was allowed to come to Hongkong in the vessel. The *Botvid*, as was stated, was towed to Hongkong by the *China* which arrived last night. The full extent of the damage done will not be known till a survey of the vessel has been made.

On the same day (20th of August) Mr. McLeod duly served this notice on the trespassers concerned, reporting to me in the evening.

On the last day of August arrived, and on Mr. McLeod proceeding to the spot to make arrangements for beginning the work next day, he was disappointed to find that no notice whatsoever had been taken by the trespassers of his last warning. Mr. McLeod thereupon took it upon himself to give them a final warning, and, as the trespassers were not to be moved, he had them removed from the spot by his own men.

On the morning of the 22nd instant, the trespassers had not yet shown any sign of moving, and acting under my instructions Mr. McLeod removed such of the trespassers as he could get within the limits of the area of the proposed works.

Next month, when the new Police Station is begun, it will be my deplorable duty, unless specially directed by His Excellency to the contrary, to remove many more of the huts and pigsties, notice being given as usual, and to those trespassers, not that it will do any good or in any way influence their removal of their own accord.

(Sd.) J. M. PAICE.

3 September 1886.

MINUTE BY THE SURVEYOR GENERAL.

Mr. Chan Afook.—I learn that the trespassers concerned, who were not offered any notice to remove when they were called upon by me, some months ago to move from their present camp above the present Glass-works.

As considerable attention was given by me at the time to the removal of the huts and pigsties, notice being given as usual, and to those trespassers, not that it will do any good or in any way influence their removal of their own accord.

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the present glassworks. In the arrangement between them and the Surveyor General was also stipulated by him and readily agreed to by them, that their pigsties should be kept in a proper condition.

They pledged themselves to observe these conditions, but kept the pigsties in a most filthy state, and at the expiration of the covenant term of six months refused to remove.

The Nuisance Inspectors then on more than one occasion notified them to move away in accordance with their original promise, but they took no heed.

This breach of faith with a Government that had shown them every consideration, and their continuance on the ground and the increase of the nuisance compelled me to take up the matter personally, and accordingly I visited the camp.

Warning them that they would have to bestir themselves and look about for other places as on no account could the Government sanction their remaining at Kennedy Town. They readily promised to sites with me at my office in a fortnight and point out to me on the map the places they had selected.

The fortnight having expired and an additional month, without any of them putting in an appearance at my office, I was compelled again to go in quest of them, and finding they had done nothing towards looking for other sites, I had them brought to me in batches of tens and fifties, when being warned of the determination of the Government to move them out of Kennedy Town, they were made to accept of terms with me, many of them accepting sites at Kaulung way and others at Kowloon. They, however, pointed out that the new ground, being strange to them, they would like to go and see it first before making any application for the licenses. This appeared to me reasonable and accordingly I consented, again with them that they should return in a week to settle details.

As far as I could ascertain they never went to Kaulungway or Kowloon, and they never returned to see me.

My attention is very much engrossed with other and more important public matters, and it may readily be conceived that I could not visit more whole time to these people and their proceedings. Some months therefore elapsed before I could again occupy myself with them.

In the earlier part of this year I returned to the charges and was much surprised upon personal inspection of the camp to find how much each trespasser had enlarged his premises and increased the number of his pigs, and how much fouler the whole place was bidding fair to become unless steps were taken to clear the ground, and accordingly a most serious admonition was given to the trespassers warning them that the Government intention to remove them without further delay unless they went of their own accord. Most of those with whom I spoke asked for time, varying from six months to one year. This was refused.

About three months ago His Excellency the Governor advised me to proceed to select the best sites, and to recommend the adoption to Government.

In addition to the wholesale nuisance which the trespassers are creating they have dislodged all the stones along the bed of the nullah, so that where the great rain-water of last July descended in enormous quantities of loosened earth and debris were washed down into the Davis Street drain between the Rope Works and Glass works, choking up and bursting this drain and putting the Government to an expense of \$1,700 in repairs.

In consequence for certain additional works of storm drainage and defence against freshets, in order to prevent a recurrence of disasters of this kind made it clear that it was necessary without any loss of time to remove such of the trespassers' huts as were situated within the radius of the proposed new catch water drains and excavations, and the probability of an early beginning, with the proposed new Police Station and approach roads made it equally obvious that those of the pigsties and huts within these works would also have to follow soon after.

Therefore on Friday the 20th of last month I again visited the trespassers' camp; and after vainly searching for some indication of their intention to remove, I instructed Mr. McLeod, the officer in charge of the proposed new works, to notify through the clerk of the Intergovernmental force of the removal of the trespassers who were in the way of the new works that they must, willing or unwilling, remove before the morning of the last day of August, for the new works would begin on the 1st of September. It was made clear to them that the further extensions of time would be refused, and that if they did not remove by the morning of the last day of August, they would be removed by force.

On the same day (20th of August) Mr. McLeod duly served this notice on the trespassers concerned, reporting to me in the evening.

On the last day of August arrived, and on Mr. McLeod proceeding to the spot to make arrangements for beginning the work next day, he was disappointed to find that no notice whatsoever had been taken by the trespassers of his last warning. Mr. McLeod thereupon took it upon himself to give them a final warning, and, as the trespassers were not to be moved, he had them removed from the spot by his own men.

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(Sd.) J. M. PAICE.

3 September 1886.

MINUTE BY HIS EXCELLENCY THE OFFICER ADMINISTERING THE GOVERNMENT.

I visited the camp of the trespassers at Belcher's Bay yesterday accompanied by the Surveyor General and Major Dempster, and we walked through it. The filth and stench on all sides were something indescribable and were enough to produce typhoid fever. In dry weather it must be much worse, and occasionally this camp, which is on a hill side, is partially cleaned by the heavy rain in summer.

About 40 huts appear to have been pulled down or about one third of the camp.

A Police Station is about to be erected and will be commenced very soon, on the very spot where these camps are erected, and they must all go, and if the Acting Attorney General says that any legal notice or application to the Magistrate is necessary, it should be made at once. If he thinks that the repeated notices given by the Surveyor General's Department, which have been given on several occasions, are sufficient, then a last notice should be given to them by the Acting Registrar General, and if they disregard it, the whole camp will be pulled down and the ground cleared for building.

I cannot help feeling some commiseration for these people on account of their poverty, but it must be remembered—

1st, That they are trespassers and have been warned eighteen months ago to some where else.

2nd, That their camp is a standing menace to the health of the whole community by reason of its filthy condition, and that it is the bounden duty of the Government, in the interests of the community, to remove this nuisance and it would be equally the duty of Government to do so if they were not trespassers but were paying rent.

They are therefore liable to prosecution.

In all cases where camps are kept within the limits of the City without licenses, the Law should be strictly enforced. The pig-keepers seem to think that the city exists principally for their own convenience.

I presume that it will not cost very much to transport these people and their effects to some place where they are kept within the limits of the City without licenses, the Law should be strictly enforced. The pig-keepers seem to think that the city exists principally for their own convenience.

They are entitled to no compensation, and it would be a most impolitic action to grant them any compensation, as it would be most impolitic to encourage a further influx from China of persons of this class. But this question is now under consideration by the Land Commission.

(Sd.) W. H. M.

8th September 1886.

Send Copy to Surveyor General and Acting Registrar General.

(Sd.) W. H. M.

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In all cases where camps are kept within the limits of the City without licenses, the Law should be strictly enforced. The pig-keepers seem to think that the city exists principally for their own convenience.

Since writing the above minute I have been informed that these squatters are not so poor as I supposed. They have been able to offer a sum of money to any one who can either compel or induce the Government to leave them undisturbed where they are.

(Sd.) W. H. M.

Extract from a letter from the Superintendent, dated 14th Sept. 1886.

I have the honour to report that on the 20th July, when engaged in Forestry Inspections I discovered on the western side of Mount Davis 65 good-sized trees with all their lower boughs cut-off, and the latter lying on the ground. I also found that during the last twelve months a large number of trees in that locality had been treated in the same manner. These I have subsequently had counted and found that the number is 1839. This seems to have been done with a regular system of cutting in patches, one succeeding another. I have had the locality carefully watched since I made the discovery, but no one has ventured to remove any of the parts of the trees which have been left to dry preparatory to their being carried away.

I believe the trees on Mount Davis have been cut by people living in mat-sheds near Lap-sap-wan. I have the names of three men who are strongly suspected; one of them lives in a mat-shed and is employed burning rice chaff for which a considerable quantity of fuel is required.

(Sd.) CHAN AFOOK.

Sept. 12th, 1886.

MINUTE BY THE GOVERNOR.

A reference to G. S. O. 2,031 of 1884 will show that in 1884 these persons were allowed to settle on this spot of ground on the express condition that they were to be there for six months only, and that in the meantime they were to look about for some other locality. They were also to keep their pigsties in proper order.

More than two years have elapsed since then, and in spite of repeated warnings they have never taken any steps to choose another site, and from the manner in which they have recently extended their huts, it would appear that they have made up their minds fully not to move from their present site.

The site is now required by Government for building a Police Station, and further, their pigsties have for some time past become a serious sanitary nuisance.

The breach of faith appears to me to have been entirely on the part of these squatters and not of the Government, and I can see no reason why they have any claim on the sympathy of the Protector of Chinese. They pay no squatter's license and have absolutely no right whatever to be where they are. They might, if they wished, have been removed to some other site, but they have chosen to remain where they are, and they have been warned of the determination of the Government to move them out of Kennedy Town, they were made to accept of terms with me, many of them accepting sites at Kaulung way and others at Kowloon. They, however, pointed out that the new ground, being strange to them, they would like to go and see it first before making any application for the licenses. This appeared to me reasonable and accordingly I consented, again with them that they should return in a week to settle details.

As far as I could ascertain they never went to Kaulungway or Kowloon, and they never returned to see me.



